

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

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Poe, Los Alamitos • Tod Ridgeway, Newport
Beach

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Thomas Buckley, Lake Elsinore • Bonnie
Flickinger, Moreno Valley • Ron Loveridge,
Riverside • Greg Pettis, Cathedral City • Ron
Roberts, Temecula

San Bernardino County: Gary Ovit, San
Bernardino County • Lawrence Dale, Barstow •
Paul Eaton, Montclair • Lee Ann Garcia, Grand
Terrace • Tim Jasper, Town of Apple Valley • Larry
McCallon, Highland • Deborah Robertson,
Rialto • Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County •
Glen Becerra, Simi Valley • Carl Morehouse, San
Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

5/26/05

MEETING OF THE

TRANSPORTATION & COMMUNICATIONS COMMITTEE

**Thursday, July 7, 2005
10:30 a.m. – 12:15 p.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
San Bernardino Conference Room A & B
Los Angeles, California 90017
213.236.1800**

VIDEO CONFERENCE LOCATION

**SCAG, Riverside Office
3600 Lime Street, Suite 216,
Riverside, CA 92501**

If members of the public wish to review the attachments
or have any questions on any of the agenda items,
please contact Cathy Alvarado at 213.236.1896 or
alvarado@scag.ca.gov

Agendas and Minutes for the Transportation and
Communications Committee are also available at:
www.scag.ca.gov/committees/tcc.htm

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TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

Any item listed on the agenda (action or information)
may be acted upon at the discretion of the Committee.

1.0 CALL TO ORDER & PLEDGE
OF ALLEGIANCE Councilmember Garcia,
Chair

2.0 ELECTION OF CHAIR AND VICE-CHAIR

3.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

4.0 REVIEW and PRIORITIZE AGENDA ITEMS

5.0 CONSENT CALENDAR

5.1 Approval Items

5.1.1 Approve Minutes of May 5, 2005
Attachment

1

5.2 Receive and File

5.2.1 State and Federal Legislative Matrix
Attachment

9

5.2.2 SCAG Future Events Calendar
Attachment

16

TCC – July 2005, Doc #111178
C. Alvarado 6/09/05



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
6.0	<u>ACTION ITEMS</u>		
	None at this time.		
7.0	<u>INFORMATION ITEMS</u>		
7.1	<u>Ontario International Airport Ground Access Plan</u> Attachment	Viggen Davidian, Meyer, Mohedes Associates	17 20 minutes
	Overview of the ground access study and project recommendations.		
7.2	<u>Update on SCAG's Goods Movement Program</u> Attachment	Nancy Pfeffer, SCAG Staff	18 20 minutes
	Staff will update the Committee on current and planned activities in the Goods Movement Program.		
7.3	<u>Compass 2% Strategy Tools and Resources</u> Attachment	Mark Butala, SCAG Staff	35 20 minutes
	The Compass team has developed a series of tools and resources to assist interested local governments in implementing plans and projects consistent with the Compass 2% Strategy.		
8.0	<u>MAGLEV TASK FORCE REPORT</u>	Councilmember Lowe	

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

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TIME

9.0 GOODS MOVEMENT TASK
FORCE REPORT

Councilmember
Brown

10.0 CHAIR REPORT

Councilmember
Garcia, Chair

11.0 STAFF REPORT

Rich Macias,
SCAG Staff

12.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.

13.0 ANNOUNCEMENTS

14.0 ADJOURNMENT

The next meeting of the Transportation and Communications Committee will be held on Thursday, September 1, 2005.



Transportation and Communications Committee
May 5, 2005

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the Los Angeles Athletic Club in downtown Los Angeles. The meeting was called to order by the Honorable Lee Ann Garcia, Chair, City of Grand Terrace. There was a quorum.

Members Present

Adams, Steve	Riverside, WRCOG
Aldinger, Jim	City of Manhattan Beach
Baldwin, Harry	City of San Gabriel
Becerra, Glen	City of Simi Valley
Bone, Lou	City of Tustin
Dale, Lawrence	City of Barstow
Daniels, Gene	City of Paramount
Dixon, Richard	City of Lake Forrest
Dunlap, Judy	City of Inglewood
Flickinger, Bonnie	City of Moreno Valley
Garcia, Lee Ann	City of Grand Terrace
Gurule, Frank	City of Cudahy
Joffe, Enid	San Gabriel Valley COG
Lowe, Robin	City of Hemet/RCTC
Lowenthal, Bonnie	City of Long Beach
Mikels, Judy	Ventura County
Millhouse, Keith	City of Moorpark
Ovitt, Gary	San Bernardino County
Pettis, Greg	Cathedral City
Ridgeway, Tod	City of Newport Beach
Roberts, Ron	City of Temecula
Rutherford, Mark	City of Westlake Village
Smith, Greg	City of Los Angeles
Spence, David	City of Arroyo Verdugo
Stone, Jeff	Riverside County
Szerlip, Don	South Bay Cities COG
Talbot, Paul	City of Alhambra
Tyler, Sidney	City of Pasadena
Wapner, Alan	City of Ontario

Transportation and Communications Committee
May 5, 2005

Action Minutes

Members Not Present

Beauman, John	City of Brea
Brown, Art	City of Buena Park
Buckley, Tom	City of Lake Elsinore
Burke, Yvonne	City of Los Angeles
Cervantes, Jesus	Commerce, Gateway Cities COG
Correa, Lou	City of Orange County
DeLara, Juan	City of Coachella
De Young, Cathryn	City of Laguna Niguel
Fasana, John	City of Duarte
Gabelich, Rae	City of Long Beach
George, Gary	City of Redlands
Hall, Isadore	City of Compton
Hernandez, Robert	City of Anaheim
Herrera, Carol	SGVCOG
Herzog, Peter	OCOG
Marshall, Patsy	City of Buena Park
Miller, Paul	City of Simi Valley
Nuaimi, Mark	City of Fontana
O'Connor, Pam	City of Santa Monica
Smyth, Cameron	City of Santa Clarita
Sykes, Tom	City of Walnut
Uranga, Tonia Reyes	City of Long Beach

New Members

None

Voting Members, Not Elected Official

Casey, Rose	Caltrans
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Transportation and Communications Committee
May 5, 2005

Action Minutes

1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

Chair, the Honorable Lee Ann Garcia, called the meeting to order at 10:02 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments at this time

3.0 REVIEW and PRIORITIZE

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Approve Minutes of April 7, 2005

4.1.2 Regional Transportation Improvement (RTIP) Expenditure Project Selection Procedure

4.1.3 2004 Regional Transportation Improvement Program (RTIP) Amendment Approval Procedure

Greg Pettis, Cathedral City, requested that the minutes reflect that he was present at the April 7th Committee meeting.

Staff noted that the correction to item 4.1.2, Regional Transportation Improvement (RTIP) Expenditure Project Selection Procedure, clarification had been made to the language as a result of the interagency consultation with the Transportation Conformity Working Group request, and was mailed out to the committee as a separate attachment.

4.2 Receive and File

4.2.1 State and Federal Legislative Matrix

4.2.2 SCAG Future Events Calendar

4.2.3 State Budget Update

Transportation and Communications Committee
May 5, 2005

Action Minutes

MOTION was then made to approve the Consent Calendar items. Motion was SECONDED, and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 State Transportation Legislation

Charlotte Pienkos, SCAG Staff, gave a presentation on a number of legislative proposals currently under consideration in the Legislature. Mrs. Pienkos report surveyed transportation proposals from Governor Schwarzenegger, Assembly Democrats, and Senate Democrats. In addition, two container fees bills for the Ports of Los Angeles and Long Beach, and three bills featuring a general obligation bond measure, the organization of the San Diego County Transportation Agency board, and high occupancy vehicle lanes.

There were ten bills that were reviewed, the Committee kept the staff recommendation on seven of them. Three of the bills did not have any revisions.

On the Governor's 'Go California' package that contains four bills, of those four, SCAG has taken supporting positions on two of them involving design build and design sequencing legislation consistent with the 2005 State and Federal Legislative Program. There were two other bills, AB 850 and ACA 4X, which Ms. Pienkos updated the committee on. AB 850, currently in the Assembly Appropriations Committee and with no hearing scheduled as of yet primarily because the legislature is about to go into the appropriation and budget negotiations. The Governor's May revision will come out on May 13. AB 850, authorizes Cal Trans to enter into thirty five year franchise agreements with public and private entities to develop toll roads which include mixed flow lanes, lanes that may be dedicated for HOV use, and/or dedicated truck lanes. Tolls may be collected after the franchise period, so they would not be used to simply repay the construction of this project but could continue indefinitely. Tolls may not be collected on HOV lanes and no free-lanes are converted by AB 850 into Toll Lanes.

Ms. Pienkos went on to state that she suggest a support position on AB 850 as it is consistent with SCAG's policy and, is even consistent with the scope of the kind of project that we are proposing to do in the RTP.

Ms. Pienkos stated that the other 'Go California' bill, is ACA 4X, is a much more complicated constitutional amendment and one which is not specifically pertinent to SCAG in three of its four component parts. Staff is most concerned about the Governor's idea to repeal the ability of the Legislature and to himself to take Prop. 42 funds and convert them to the general funds. There is a problem with this constitutional amendment, in that it does not include an inflationary factor.

Transportation and Communications Committee
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Ms. Pienkos then recommended that SCAG support the provisions of ACA 4X, related to Proposition 42, if they are amended to do things like hasten the re-payment period to include an inflationary factor and to guarantee that there would be no further Prop. 42 suspension next year.

Ms. Pienkos then briefed the committee on the Assembly Democrats Proposal, 'Building Opportunity'. She stated that this package of bills had not yet been introduced. She encapsulated that it was a tax swap to improve funding for transportation. The first part would eliminate the .11 state sales tax on gasoline, the gas tax would be replaced by gradually raising the state sales tax a quarter of a cent. A ten billion-dollar bond would be placed on the November 2006 ballot and gradually paid for by raising the excise tax on motor vehicle fuel. Bond proceeds would be used to repay borrowed Prop. 42 funds and to also pay for Bay Bridge cost overruns.

The Committee then raised questions and made comments on the following bills:

SB 760

- What is the expectation and role of AQMD?
- What is the constitutionality of this bill?
- How will the AQMD use the funds generated to reduce air pollution?
- This fee should be applied to ports statewide, not just LA/Long Beach
- Does the CTC have any restrictions on spending?

MOTION was made to follow the Staff recommendation to watch and provide comments on SB 760. MOTION was SECONDED and UNANIMOUSLY APPROVED.

AB 426 - Change from staff recommendation of oppose to 'Support for Riverside County on a limited basis'.

MOTION was made to approve this change to a support position based on Riverside only. MOTION was SECONDED and MOVED with ONE OPPOSITION, (Szerlip).

Chair Garcia, then inquired if there were any other bills specifically that the committee wished to discuss, otherwise she would ask for a motion to move the balance of the bills.

Assembly Democrats' Transportation Bill – It was noted that the text of the bill read dropping the .11 gas tax and add a half-cent sales tax. It also read adding back .03 a year back with no cap on it. If this is the case, in four years there would actually be an increase in gas tax and added a half-cent sales tax. There was opposition and concern with this.

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Councilmember Dixon, City of Lake Forest, then made a SUBSTITUTE MOTION on the Assembly Democrats' Transportation bill to watch and provide comments. For two reasons, 1) this is not a bill yet and, 2) some of the principles that are contained in the initial writing of the bill are principles that are in the current Regional Transportation Plan. MOTION was SECONDED and UNANIMOUSLY APPROVED.

Chair Garcia then inquired if there were any other bills that the Committee wished to discuss.

MOTION was made to move the balance of the bills for staff recommendation. MOTION was SECONDED and UNANIMOUSLY APPROVED.

6.0 INFORMATION ITEMS

6.1 Homeland Security Chapter of the Regional Comprehensive Plan: SCAG's Role and Responsibility

Sina Zarifi, SCAG Staff, gave brief presentation on the Regional Comprehensive Plan Task Force's recommendations regarding SCAG's role and responsibility in addressing the issues pertaining to homeland security. In addition he highlighted the Task Force's approved staff recommendations on proposed vision and mission statements, goals, policies and actions to be undertaken by SCAG.

The Task Force identified SCAG's role would be to provide a forum where plans can be discussed and coordinated with other regional planning efforts; and would work toward developing regional consensus and agreements, but not be responsible for operation and implementation of plans and programs. This role will be described and elaborated in the draft Regional Comprehensive Plan Homeland Security Chapter to be prepared by staff at the direction of the Task Force.

The committee suggested that action be suspended on this policy until it is decided what the role of an MPO is.

Mr. Ikhata, SCAG Staff, reminded the committee that that this is a requirement of the Federal Agencies, it is an emphasis area that we need to address. He agreed that it was not clear what role SCAG would play. He then stated that Staff would go back to the RCP Task Force and formulate a policy that might be acceptable and bring it back to the committee.

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6.2 Regional Perspective on Land Use and Transportation

Councilmember Bill Fulton, City of Ventura, and Senior Scholar for the USC School of Planning and Policy Development, and the President of Solimar Research Group, gave a presentation on Mobility and Growth in Southern California.

Some of Mr. Fulton's presentation highlighted the following points:

- The Region's land is more expensive and more scarce
- Traffic is more congested and seems only to get worse, which at the city level will be very hard to turn around in cars and freeways
- The population is growing but, more important, it is changing
- The evolution of transportation policy thinking – capacity, mobility, access

Mr. Fulton pointed out that transportation is dictated by land use pattern. He stated that regional mobility is not really about transportation, but about proximity and access. Mr. Fulton then went on to imply that the region must rethink its regional assets around this model and look at it in a new way.

7.0 MAGLEV TASK FORCE REPORT

Councilmember Bone, City of Tustin, reported that at the April 20th meeting the Maglev Task Force approved the final MOU for signatures by the City of Ontario, City of Los Angeles, and SANBAG. Furthermore, the City of Ontario City Council and SANBAG Transportation Committee have approved the final MOU. Once the final approval is received from the City of Los Angeles, the MOU will be ready for circulation and signatures. The MOU is a funding agreement that involves both the alternative analysis and the preliminary engineering for the IOS. With exception to the MOU, both these studies will be ready to commence work.

It was noted that the Maglev Task Force has changed their meeting dates and time to accommodate the City of Los Angeles Transportation Committee and has been moved to the third Wednesday of every month at 11:00 a.m.

8.0 CHAIR REPORT

Chair Garcia encouraged all committee members to attend the upcoming SCAG Retreat, June 1-2, at the Pierpont Inn in Ventura.

9.0 STAFF REPORT

Rich Macias, SCAG Staff, brought to the attention of the committee that that there was a Consent Calendar item on today's Regional Council agenda regarding the approval of the

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RTP Update Schedule. He reminded the committee that Staff had brought this item to them a couple of months ago and the committee approved the item in full.

10.0 GOODS MOVEMENT TASK FORCE REPORT

None at this time.

11.0 FUTURE AGENDA ITEMS

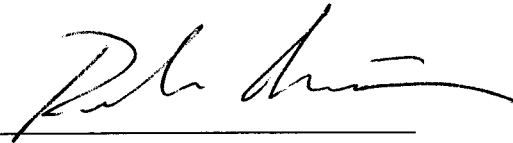
None at this time.

12.0 ANNOUNCEMENTS

None at this time.

13.0 ADJOURNMENT

The Honorable Lee Ann Garcia, Chair, adjourned the meeting at 11:23 a.m.
The next committee meeting will be held on
July 7, 2005, 10:30 a.m., at the SCAG office.



Rich Macias, Manager
Transportation Planning/Programming Division

MEMO

DATE: July 7, 2005

TO: The Regional Council
The Community, Economic and Human Development Committee
The Energy and Environment Committee
The Transportation and Communications Committee

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: State and Federal Legislative Matrix

Since the June meeting of the Regional Council, the State Legislature has resumed its policy committee hearings and turned its attention to the state budget. As of this writing on June 16th, the State Legislature has passed a budget conference report and submitted the budget to a vote, but the budget was not passed by its June 15th constitutional deadline. Democrats have characterized their budget as substantially similar to the Governor's, but Republicans protest there are key differences. Both versions continue to contain a full \$1.3 billion funding of Proposition 42, as well as a \$1 million appropriations for RHNA work in 2005, presumably to be shared by SCAG and ABAG in the Bay Area.

In Congress, the current extension is slated to expire on June 30th. In the meantime, the conference committee continues work on the reauthorization of TEA-21. SCAG participated in a Washington, D.C. visit to Capitol Hill to press one more time for a fair and adequate reauthorization. Many differences remain unresolved in the conference committee. Government Affairs will update you at the July 7th meeting of any developments.

Private file: Transit

CA AB 948 **AUTHOR:** Oropeza (D)
TITLE: Design-Build and Transit Operators
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/18/2005
LAST AMEND: 04/13/2005
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/21/2005 1:30 pm
SUMMARY:
 Specifies that a transit operator is required to establish a labor compliance program only for a design-build contract and only if the transit operator does not already have a labor compliance program. Changes the prohibition regarding design-build rail projects to instead prohibit a transit operator from utilizing the design-build method of procurement for a capital maintenance or capacity-enhancing rail project, unless that project costs more than specified amount.
STATUS:
 06/02/2005 To SENATE Committee on TRANSPORTATION AND HOUSING.
Subject: Transit, Transport

Private file: Transportation

CA AB 245 **AUTHOR:** Walters (R)
TITLE: County Design-Build Contracts
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/07/2005
LAST AMEND: 06/08/2005
DISPOSITION: Pending
LOCATION: Senate Local Government Committee
SUMMARY:
 Authorizes Orange County, until December 1, 2011, to enter into specified design-build contracts.
STATUS:
 06/15/2005 In SENATE Committee on LOCAL GOVERNMENT: Not heard.
Subject: LocGov, Transport

CA AB 267 **AUTHOR:** Daucher (R)
TITLE: Transportation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/08/2005
LAST AMEND: 06/01/2005
DISPOSITION: Pending
LOCATION: Senate Transportation and Housing Committee
SUMMARY:
 Amends existing law which authorizes a regional or local entity that is the sponsor of, or is eligible to receive funding for, a project contained in the state transportation improvement program to expend its own funds for any component of a project within its jurisdiction that is included in an adopted state transportation improvement program, and for which the commission has not made an allocation. Limits these provisions to projects advanced for expenditure that are programmed in the current fiscal year.
STATUS:
 06/15/2005 To SENATE Committee on TRANSPORTATION AND HOUSING.
Subject: Revenue/Bond, Transport

CA AB 453 **AUTHOR:** Benoit (R)
TITLE: Grade Separation Projects
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/15/2005
LAST AMEND: 03/29/2005
DISPOSITION: Pending
COMMITTEE: Senate Transportation and Housing Committee
HEARING: 06/21/2005 1:30 pm

SUMMARY:

Requires, in order for an allocation for construction costs or for preconstruction costs for grade separation projects, if not already allocated, to be made, that a local agency furnish evidence satisfactory to the Department of Transportation that all matters prerequisite to the award of a construction contract can be accomplished within two years of the allocation.

STATUS:

06/09/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject:

Transport

CA AB 489

AUTHOR:

Bermudez (D)

TITLE:

Ports: Transportation Network

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/16/2005

LAST AMEND:

05/24/2005

DISPOSITION:

Pending

LOCATION:

Senate Appropriations Committee

SUMMARY:

Requires the Port of Los Angeles and the Port of Long Beach to provide reports relative to utilization of and congestion at ports on January 1, 2006, and annually thereafter through 2008.

STATUS:

05/24/2005

In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

Subject:

Transport

CA AB 556

AUTHOR:

Gordon (D)

TITLE:

Airports: Noise Impacts

INTRODUCED:

02/16/2005

LAST AMEND:

06/15/2005

DISPOSITION:

Pending

COMMITTEE:

Senate Transportation and Housing Committee

HEARING:

06/21/2005 1:30 pm

SUMMARY:

Prohibits the Department of Airports of the City of Los Angeles from operating an airport having a noise impact area unless the department has applied for, and received from the Department of Transportation, a variance from noise standards for a period not exceeding 3 years, in accordance with prescribed procedures. Authorizes the department, upon granting the variance, to impose reasonable conditions to achieve the purpose of attaining a level of acceptable noise. Provides for noise monitoring.

STATUS:

06/15/2005

From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.

06/15/2005

In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

Subject:

Transport

CA AB 1157

AUTHOR:

Frommer (D)

TITLE:

State Highways: Performance Measures

INTRODUCED:

02/22/2005

LAST AMEND:

04/11/2005

DISPOSITION:

Pending

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Requires the Department of Transportation to develop specified performance measures to establish an evaluation and rating of the overall quality of the state highway system. Requires an annual report to the Legislature in that regard.

STATUS:

06/09/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject:

Transport

CA AB 1406

AUTHOR:

Karnette (D)

TITLE:

Ports and Harbors: Freight Security Fee

INTRODUCED:

02/22/2005

LAST AMEND:

05/27/2005

DISPOSITION:

Pending

COMMITTEE: Senate Governmental Organization Committee**HEARING:** 06/28/2005 9:30 am**SUMMARY:**

Requires the Office of Homeland Security to establish a grant program to fund proposals from public and private entities to improve freight security at the state's ports and harbors, to the extent that funding is provided in the annual Budget Act for this purposes. Requires the office to provide a report to the Governor and Legislature regarding administrative actions needed to facilitate implementation and appropriate funding sources for grants.

STATUS:

06/09/2005

To SENATE Committee on GOVERNMENTAL ORGANIZATION.

Position:

SCAG-Watch 05/05/2005

Subject:

Revenue/Bond, Transport

CA AB 1699

AUTHOR:

Frommer (D)

TITLE:

Transportation: Highway Construction

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

LAST AMEND:

05/27/2005

DISPOSITION:

Pending

LOCATION:

Senate Transportation and Housing Committee

SUMMARY:

Authorizes transportation agencies administering local voter-approved transportation sales tax measures to use a specified design-build process for bidding of a maximum of 8 state highway construction projects with a certain total cost, with the projects to be selected by the Transportation Commission. Requires bidders to provide certain information. Requires design-build bidders to provide certain information in a questionnaire submitted to the transportation agency.

STATUS:

06/15/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject:

Transport

CA ACR 23

AUTHOR:

Garcia (R)

TITLE:

Intrastate Trucking: Traffic Congestion

FISCAL COMMITTEE:

yes

URGENCY CLAUSE:

no

INTRODUCED:

02/22/2005

LAST AMEND:

05/26/2005

DISPOSITION:

Pending

COMMITTEE:

Senate Transportation and Housing Committee

HEARING:

06/21/2005 1:30 pm

SUMMARY:

Urges the regional transportation agencies to examine the flow of traffic to develop commercial trucking routes that would provide for the most direct movement through a city and a county in order to reduce the time that trucks are in city limits and county areas and the level of pollution that is created. Urges city and counties to incorporate this process as part of the revisions to their general and specific plans.

STATUS:

06/09/2005

To SENATE Committee on TRANSPORTATION AND HOUSING.

Subject:

AirQuality, Transport

CA SB 45

AUTHOR:

Alarcon (D)

TITLE:

Intermodal Marine Terminals

FISCAL COMMITTEE:

no

URGENCY CLAUSE:

no

INTRODUCED:

01/05/2005

LAST AMEND:

06/14/2005

DISPOSITION:

Pending

COMMITTEE:

Assembly Transportation Committee

HEARING:

06/20/2005 1:30 pm

SUMMARY:

Prohibits an intermodal marine equipment provider or marine terminal operator from imposing per diem, detention charges, or demurrage charges, on an intermodal motor carrier relative to transactions involving cargo shipped by intermodal transport under certain circumstances.

Prohibits an intermodal marine equipment provider from terminating, suspending or restricting

equipment interchange rights of a motor carrier for specified reasons and from charging back per diem charges from the freight bill.

STATUS:

06/14/2005 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

06/14/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Subject: Transport

CA SB 53

AUTHOR: Kehoe (D)
TITLE: San Diego County Regional Airport Authority
INTRODUCED: 01/10/2005
DISPOSITION: Pending
LOCATION: Assembly Local Government Committee
SUMMARY:

Repeals obsolete provisions pertaining to the interim San Diego County Regional Airport Authority board. Makes a technical corrective change. Amends the San Diego County Regional Airport Act to explicitly restate the applicability of the Ralph M. Brown Act to the Authority.

STATUS:

05/16/2005 To ASSEMBLY Committee on LOCAL GOVERNMENT.

Subject: Transport

CA SB 172

AUTHOR: Torlakson (D)
TITLE: Bay Area State-Owned Toll Bridge: Financing
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/09/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires the seismic retrofit surcharge on bay area toll bridges to be paid into the Bay Area Toll Account. Requires the Bay Area Toll Authority to amend its agreement with the Department of Transportation to specify the respective duties of each agency with respect to the seismic retrofit and other bridge construction projects. Requires the authority and department to form a Toll Bridge Program Board of Control to review those projects.

STATUS:

06/13/2005 To ASSEMBLY Committee on TRANSPORTATION.

Position: SCAG-Watch 05/05/2005

Subject: Revenue/Bond, Transport

CA SB 275

AUTHOR: Torlakson (D)
TITLE: Transportation Needs Assessment
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/16/2005
LAST AMEND: 06/09/2005
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Requires the Transportation Commission, working with the Department of Transportation and regional transportation planning agencies in cooperation with the League of California Cities and the California Association of Counties, to submit a 10-year needs assessment to the Legislature on the state's transportation system.

STATUS:

06/09/2005 To ASSEMBLY Committee on TRANSPORTATION.

06/09/2005 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.

06/09/2005 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.

Subject: Transport

CA SB 680

AUTHOR: Simitian (D)
TITLE: Congestion Management and Transportation Improvements
INTRODUCED: 02/22/2005

LAST AMEND: 04/12/2005
DISPOSITION: Pending
COMMITTEE: Assembly Local Government Committee
HEARING: 06/22/2005 1:30 pm
SUMMARY:

Authorizes the Santa Clara Valley Transportation Authority to impose an annual fee of up to \$5 on each motor vehicle registered within Santa Clara County for a program for the management of traffic congestion and for specified street, road, expressway, and transit purposes. Requires a 2/3 vote of the board for adoption as part of the resolution imposing the fee.

STATUS:
 06/13/2005 To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.
Subject: Transport

CA SB 760

AUTHOR: Lowenthal (D)
TITLE: Ports: Congestion Relief: Security Enhancement
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 06/20/2005 1:30 pm
SUMMARY:

Imposes on each shipping container processed in the Port of Los Angeles or the Port of Long Beach a fee of \$30 per twenty-foot equivalent unit, payable by the marine terminal operator processing the container to the port where the marine terminal is located. Requires each port to retain 1/3 of the funds derived from imposition of the fee and transmit the remaining 2/3 in the amount of 1/2 due to the Port Congestion Relief Trust Fund and 1/2 to the South Coast Air Quality Management District.

STATUS:
 06/13/2005 To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES.
COMMENTARY:
 RC's comments provided to author
Position: SCAG-Watch
Subject: Transport

CA SB 762

AUTHOR: Lowenthal (D)
TITLE: Vehicular Sources: Intermodal Port Congestion
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/22/2005
LAST AMEND: 05/27/2005
DISPOSITION: Pending
COMMITTEE: Assembly Transportation Committee
HEARING: 06/20/2005 1:30 pm
SUMMARY:

Establishes the Los Angeles-Long Beach Area Regional Intermodal Port Congestion and Environmental Quality Commission and Oakland Area Regional Intermodal Port Congestion and Environmental Quality Commission. Requires these entities to grant to each motor carrier a port permit for authority to enter a specific port for pick up and delivery of intermodal freight for its truck fleet using specified criteria including engine emission standards. Permits regulations regarding port permits.

STATUS:
 06/13/2005 To ASSEMBLY Committees on TRANSPORTATION and ENVIRONMENTAL SAFETY AND TOXIC MATERIALS.
Subject: Transport

CA SB 851

AUTHOR: Murray (D)
TITLE: L.A. County Metropolitan Transportation Authority
INTRODUCED: 02/22/2005
LAST AMEND: 05/10/2005
DISPOSITION: Pending
COMMITTEE: Assembly Local Government Committee

HEARING: 06/22/2005 1:30 pm**SUMMARY:**

Makes conforming changes relative to existing law that creates the Los Angeles County Metropolitan Transportation Authority. Establishes an alternative procedure for the Los Angeles County Metropolitan Transportation Authority to utilize in the procurement of goods and services.

STATUS:

06/13/2005

To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.

Subject:

Transport

US H 3

SPONSOR:

Young D (R)

TITLE:

Highway Program Funds

INTRODUCED:

02/09/2005

LAST AMEND:

05/17/2005

DISPOSITION:

Pending

LOCATION:

Conference Committee

SUMMARY:

Authorizes funds for Federal-aid highways, highway safety programs, and transit programs.

STATUS:

05/26/2005

In SENATE. SENATE insists on its amendments and requests a conference.

05/26/2005

*****To CONFERENCE Committee.

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July 2005 Events

Visit www.scag.ca.gov for the latest information.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
3	4	5	6	7	1	2
		11:30a ASPA		8:00a Executive 9:00a ADMIN 10:30a EEC 10:30a CEHD 10:30a TCC 12:30p RC	VCTC	
10	11	12	13	14	8	9
	OCTA Board Meeting		RCTC	VCOG 12:00p Strategic Plan		
Ind. Cities Assn ...					Ind. Cities Assn Summer Seminar	
17	18	19	20	21	15	16
			9:30a Goods Movement 10:00a Audit/Best Practices 11:15a MAGLEV	10:00a Plans & Programs TAC		
National Association of Counties Annual Conference					National Association of Counties Annual ...	
24	25	26	27	28	22	23
	OCTA Board Meeting 10:30a RCP Task Force	10:00a Transportation Conformity Working Group	9:30a Modeling Task Force	9:30a Subregional Coordinators		
31					29	30

INFORMATIONAL ONLY. DATES/TIMES SUBJECT TO CHANGE WITHOUT NOTICE

Printed April 20, 2005 1:26p

MEMO

DATE: July 7, 2005

TO: Transportation & Communications Committee (TCC)

FROM: Philip Law, Associate Regional Planner, law@scag.ca.gov, 213-236-1841

SUBJECT: Ontario International Airport Ground Access Plan

SUMMARY:

As part of the Regional Transportation Plan (RTP) update process, SCAG is required to develop a regional ground access improvement program for the airport system. SCAG is nearing the conclusion of a ground access study for the Ontario International Airport, having worked closely with the City of Ontario, San Bernardino Associated Governments, Caltrans, and Los Angeles World Airports. The study will be completed by June 30, 2005, and the results will be summarized in a final report. The goal of the study is to develop a comprehensive package of improvement strategies that can be integrated into the next update of the RTP.

SCAG's consultant project manager, Vigen Davidian of Meyer, Mohaddess Associates, provided a status report to the TCC last November. Mr. Davidian will return to provide the TCC with a summary of the study conclusions.

MEMO

DATE: July 7, 2005

TO: Transportation & Communications Committee

FROM: Nancy Pfeffer, Senior Regional Planner, 213-236-1869, pfeffer@scag.ca.gov

SUBJECT: Update on SCAG Goods Movement Program

SUMMARY:

There is a great deal of current interest in goods movement impacts and policy options in Southern California. This interest is coming from all levels of government, as well as from local communities that bear the impacts and from private sector companies wishing to ensure future profitability. SCAG's goods movement program has been responsive to these concerns and is in the forefront of those developing solutions to the region's goods movement challenges.

BACKGROUND:

The Committee will receive a presentation on the SCAG goods movement program that reviews recent activities, summarizes current activities, and looks forward to the next two fiscal years.

In the recent past, SCAG has worked with regional stakeholders, including the county transportation commissions (CTCs), the railroads, the ports, rail joint powers authorities, and others to develop the Southern California Regional Strategy for Goods Movement: A Plan for Action. This document, developed at the request of California Secretary of Business, Transportation & Housing Sunne Wright McPeak, identifies \$26 billion in goods movement projects needed to ensure continued trade and economic growth for the region. The document also describes the environmental mitigation efforts that must accompany these projects, and proposes several innovative types of financing mechanisms.

In February and May of this year, SCAG and the CTCs convened two Goods Movement Executive Stakeholder Roundtables. These high-level meetings resulted in several important consensus points: for example, that public-private cooperation is essential to meet the region's goods movement system needs. The Roundtables also resulted in the development of a "value matrix" conveying the ways in which goods movement system investments can provide value to both the private and the public sector, and identification of the values of greatest interest to the private sector.

In response to a follow-up request from the Secretary, SCAG again worked with the stakeholders this Spring to identify the region's high-priority goods movement projects: those that could be implemented soonest and that could provide opportunities for public-private partnerships. This process resulted in the identification of ten high-priority projects totaling \$3.75 billion: five rail projects, totaling \$2.425 billion, and five highway projects, totaling about \$1.321 billion. SCAG staff are now working to analyze the benefits of these goods movement system investments in the terms that are most important to the private sector: speed, and reliability or predictability of travel time.

This work will be coordinated with the Multi-County Goods Movement Action Plan, a collaboration among the CTCs, Caltrans, and SCAG that will begin this July with the commencement of a \$1.2 million consultant contract with Wilbur Smith Associates, leading a team that includes many of the region's recognized goods movement experts. The Multi-County effort will build on the work that has been described above. The

MEMO

duration of the effort is expected to be about 18 months to two years, and the results will feed into the 2007 Regional Transportation Plan.

#111355 v1 - TCC Memo Goods Mvt 7 05

SCAG Goods Movement Program



Presented to SCAG Transportation &
Communications Committee

July 7, 2005

Recent Activities

- Nov. 04 - Feb. 05: SCAG and stakeholders develop goods movement policy paper
 - \$26 billion in projects
 - Key principles:
 - Environmental mitigation is integral
 - Find new funding sources
 - Act quickly to realize regional benefits

Southern California Regional Strategy for Goods Movement A Plan for Action

February 2005

Recent Activities

- Feb. 05: First GM Executive Stakeholder Roundtable
 - CTCs and SCAG
 - Consensus points:
 - Doing nothing is not an option
 - Public funds will not be sufficient
 - Private sector will pay for value

Recent Activities

- May 05: Second GM Executive Stakeholder Roundtable:
 - Presented “value matrix” for comment
 - Top private-sector values:
 - Speed
 - Reliability/predictability of travel time

Value	Metric
Speed	Delay, savings in delay
Predictability	Likelihood of on-time arrival
Productivity	Asset utilization
Safety	Accident rates (for both truck and rail)
Infrastructure quality	Pavement quality; rail infrastructure quality
Environmental	Emissions, noise, land values, habitat, water quality
Security/Disruption	Incidents, avoided loss

Current Activities



- Action Steps and Priority Projects
 - Secretary McPeak's request
 - Regional consensus on 10 projects
 - 5 rail: total \$2.425 billion
 - 5 highway: total 1.321 billion (rounded)
 - Total: \$3.75 billion (rounded)
 - Work program to develop implementation template
 - Submitted May 05

Priority Rail Projects

- Alameda Corridor East: \$900 million in grade separations
- Colton Crossing rail-rail separation
- Rail capacity enhancements \$1.2 billion
- Near-dock intermodal facility
- Santa Paula Branch Line



Priority Highway Projects

- I-710 Corridor/Gerald Desmond Bridge Gateway Program
- SR-78/Brawley Bypass
- Alameda Corridor SR-47 Expressway
- SR-91 Chokepoint Project
- SR-91 Truck Storage Lane



Action Steps and Priority Projects

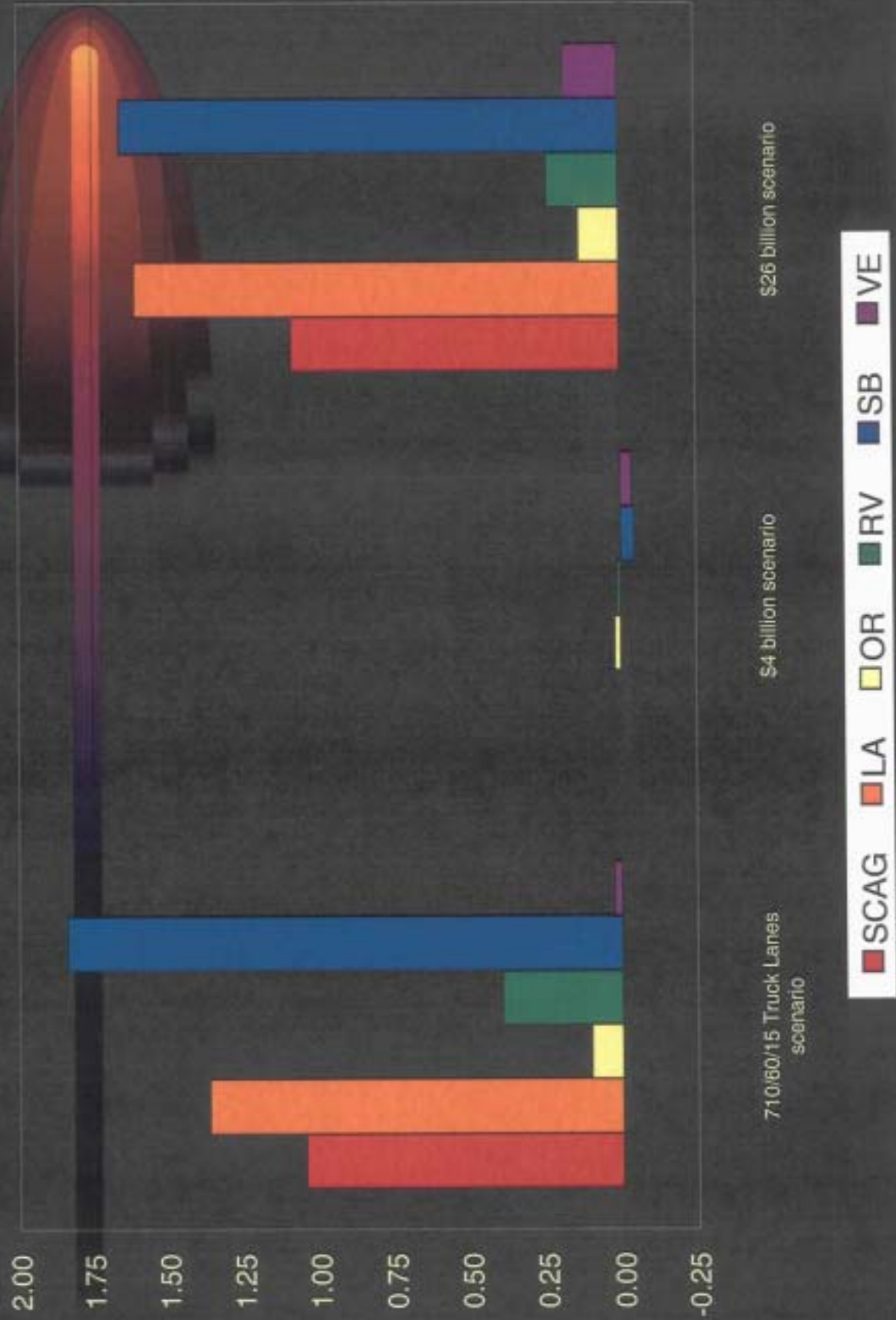


- Intelligent Transportation Systems Enhancements
- Continued study of east-west truck lanes
- Will be coordinated with Multi-County Action Plan
- Implementation template to include financial, environmental, legislative actions
- Timeline: now through end of next FY

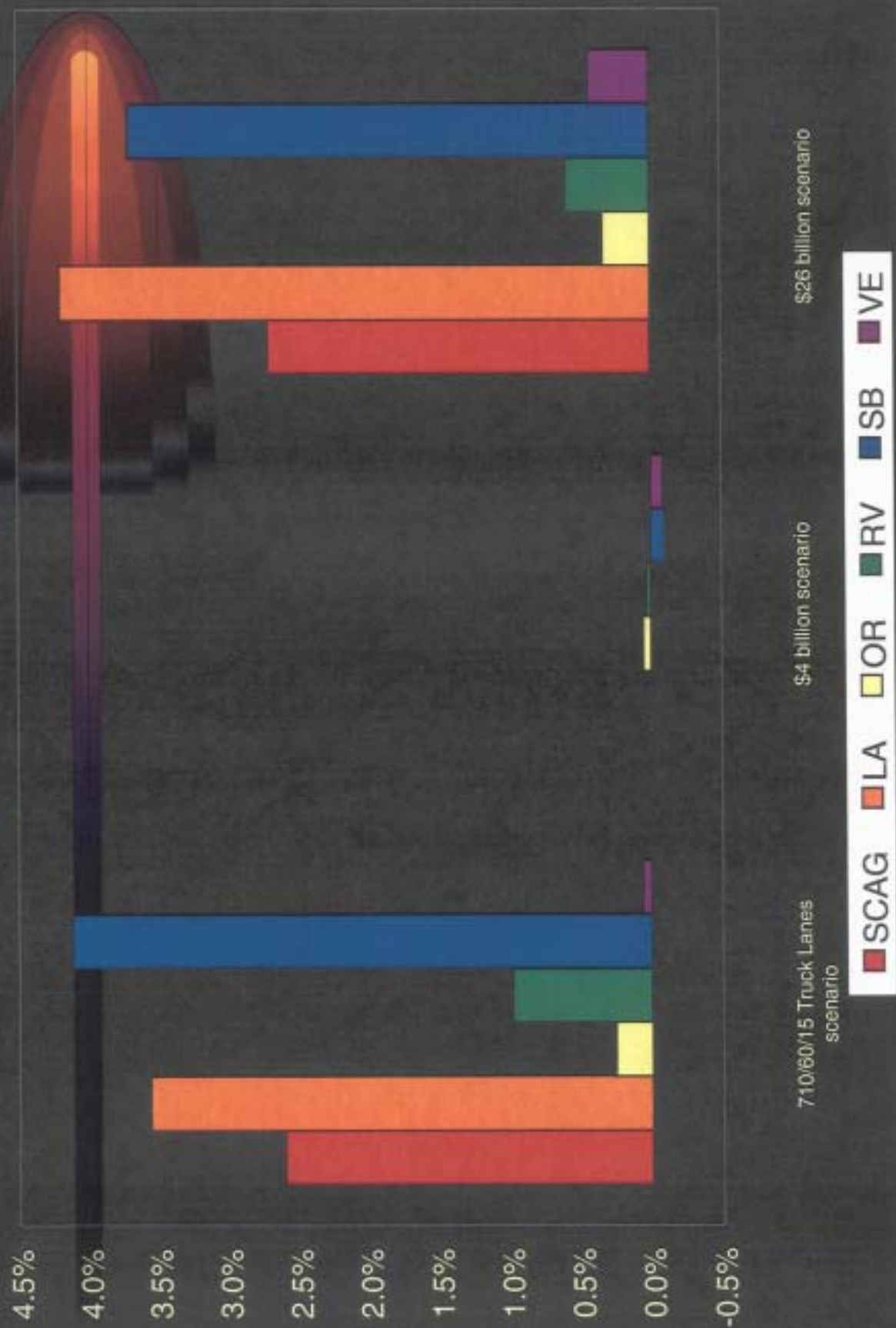
Example of Current Analysis

- Comparing “no-project” with
 - Investment in priority projects
 - Investment in truck lanes
 - Investment in rail capacity (not yet integrated)
 - Full \$26 billion in needed projects

Change in Daily Heavy Duty Truck Avg Speed Compared to No Project



% Change in Daily Heavy Duty Truck Avg Speed Compared to No Project



Multi-County Goods Movement Action Plan



- Project Partners:
 - CTCs (LA, Orange, San Bern., Riv., Ventura)
 - SCAG
 - Caltrans Districts 7, 8, 11, 12
- Mission: To partner with the private sector in the development of a strategy and implementation plan for an improved regional goods movement system

Multi-County Goods Movement Action Plan



- Total funds \$1.2 million
- Wilbur Smith Associates leading team
- Timeline: by end of 2006
- Led by Steering Committee composed of partner agency senior staff
- Results to be incorporated into 2007 RTP

Next Steps



- Complete Elasticity Study and Mainline Rail Study
- Convene next Executive Stakeholder Roundtable in August
- Exploring possible institutional structures
- Expanding membership of Goods Movement Task Force
- Funding partner in Multi-County Goods Movement Action Plan

In Summary

- Focused interest in goods movement from all levels of government and the public
- SCAG's program is among the leaders in developing solutions



MEMO

DATE: July 7, 2005

TO: Transportation and Communications Committee

FROM: Mark Butala, Senior Regional Planner, 213-236-1945, butala@scag.ca.gov

SUBJECT: Compass 2% Strategy Tools and Resources

SUMMARY:

The 2% Strategy Suite of Services is intended to provide tools and resources to local governments that would like assistance to develop plans and projects consistent with the Compass principles. These resources, available in July 2005, will be offered at no cost to all local governments. In addition, we will make available staff and consultant resources for additional assistance to select local governments based on the selection criteria discussed below.

BACKGROUND:

Integral to the realization of the benefits shown from the Compass visioning project is actually achieving positive change on the ground. SCAG is embarking on a new enterprise, one of working directly with local government partners to help achieve shared goals. One key component of this effort is a series of Demonstration Projects.

The purpose of this exercise is multi-faceted. Change happens at the local level; SCAG is a regional entity and therefore is not party to the many land use decisions made every day in the Southland. Modeling of the Growth Vision clearly demonstrated the shared benefits to the region from some strategic land use planning in select areas. This experiment is about SCAG offering planning assistance to cities that desire it. This incentive based approach is intended to both assist the partner government, while at the same time, learning lessons that can be shared with other cities in the Region. The benefit for the city is having access to SCAG and its consultants, bringing with them a suite of new tools for planning, and the knowledge gained from both the visioning project, and the demonstration projects themselves. In addition to benefiting the cities involved, SCAG will also learn valuable lessons through this 'ground truthing' that can be used to shape future visioning efforts.

The demonstration projects will serve as pilot projects to examine the use of different planning tools to address growth and other needs within a variety of representative areas. While the demonstration sites benefit the local cities, they are also something of a proving ground for regional visioning concepts.

Suite of Services Available

Between 3 and 8 sites are expected for selection. For these sites, SCAG will offer a 'Suite of Services' based on a wide variety of consultant services, with funding dependent on a

MEMO

local match of 20% to 100%. The availability of key resources that can be brought to bear in a short period of time, with services that are focused, tailored to local needs, and available quickly. These services will be focused on the planning and strategic needs of the areas identified as part of the “2% Strategy”.

The suite of services is provided in a fashion similar to an á la carte menu. All services are available, but only those most desired for each area will be used. This method encourages efficient use of resources and a strategy that is targeted to the needs of the local area. Items on the menu include:

Financial “Tipping Point” Analysis—For this service we analyze a parcel or a set of parcels in a small area to determine the factors that need to be in place in order for redevelopment and infill to be feasible. The analysis involves inputting factors such as building setback, parking requirements, allowable floor-area ratio, and construction costs for various building types into the GIS-based software PLACE³S, which runs a basic development pro forma on the parcels using the inputted data. Changing the inputs changes the resulting return on investment (ROI) values, revealing which policies are hindering redevelopment and allowing testing of new policies to see which will encourage it.

Redevelopment Strategies - In this service we review the recent trends in development in the area, speak with developers to find out their perceptions on redevelopment, and analyze the local development code to find obstacles to redevelopment. Then, working with local governments, developers, and stakeholders, we recommend policies that eliminate the obstacles to redevelopment and infill and develop incentives and strategies to encourage it.

Development Code Amendments - In this service we speak with local policymakers to determine the type of development they would like to encourage in the area, and then draft code language to use in amending the local development code so that it better supports those development goals. This item is a likely follow up step to a tipping point analysis.

Urban Design Solutions—Small changes in urban design can make a big difference in the feel and attractiveness of an area. This service involves an analysis of the urban design elements in an area that are hindering walkability and a vibrant street life. We then generate an urban design strategy—complete with illustrative drawings, land use locations, cross-sections, maps, and a set of recommended elements—that will increase the pedestrian friendliness of an area and encourage an active street life. The strategy is targeted to the specific area, and focuses on the most effective design elements to ensure efficient use of resources.

Public Involvement—In this service we will conduct a public outreach campaign, custom-designed to suit the needs of the local area. A range of techniques can be utilized, depending on the situation. We can craft and mail newsletters, brochures and postcards, design and facilitate workshops, charettes, public meetings & open houses, convene focus groups, conduct an opinion polls, create a website, and generate a media campaign complete with press releases and radio ads.

Photorealistic Visualizations—Particularly useful to help residents visualize the result of redevelopment and infill strategies, this service provides a set of “before” pictures and a set

of digitally enhanced, realistic “after” pictures. This service furnishes local policymakers with a great tool to express the policies of a plan in a visual way, to show citizens the intent behind the policies. It is also an excellent way to visualize the type of development that is demonstrated to be feasible by the tipping point analysis.

Economic Development Strategies—For this service we analyze the development climate in an area, determine the opportunities and the challenges facing it, and then work with local policymakers to craft a set of strategies to encourage economic development in the area.

Site Selection

Sites should represent a variety of economic and demographic characteristics, so that the sites selected display a diverse range of situations. For example, some sites may focus on urban transit corridor infill; others might focus on more suburban commuter rail stations or downtowns, while others still might focus on areas with special needs for employment and goods movement. The goal is for diversity in terms of community size, urban or suburban character, and geographic location within the region. Sites to be selected should involve one or more of the following characteristics with special emphasis placed on the site’s ability to bridge the land use and transportation connection:

Site located within the Compass 2% Strategy Opportunity Areas: Developed area with high density infill, smaller city infill, newly developing areas, transit-oriented development on a vacant or underutilized site, greenfield mixed-use, new transportation investments – from roads to rail to MagLev, aging urban corridor, bus rapid transit, light rail, commuter rail, arterial boulevards & MagLev.